

KAKE ACCESS

PUBLIC INFORMATIONAL MEETING

Petersburg, AK – March 10, 2015

Kake, AK - March 11, 2015

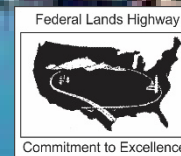
Alaska Department Of Transportation
And Public Facilities (ADOT&PF)

Southeast Region

and the

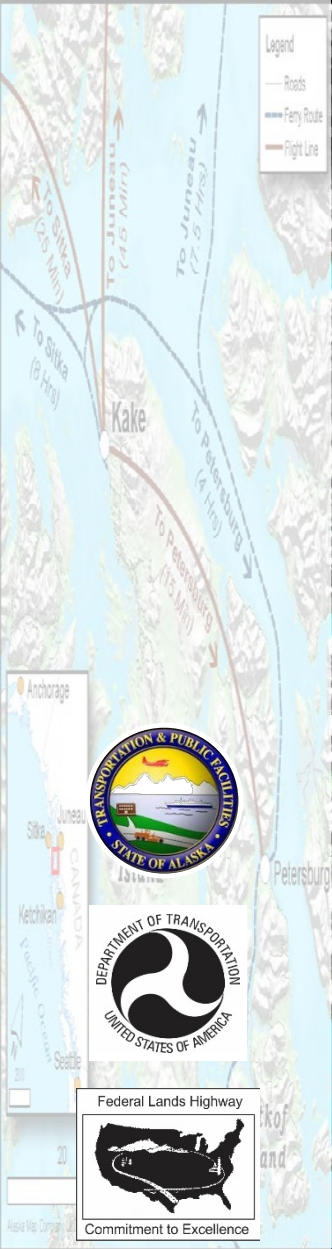
Federal Highway Administration (FHWA)

Western Federal Lands Highway Division



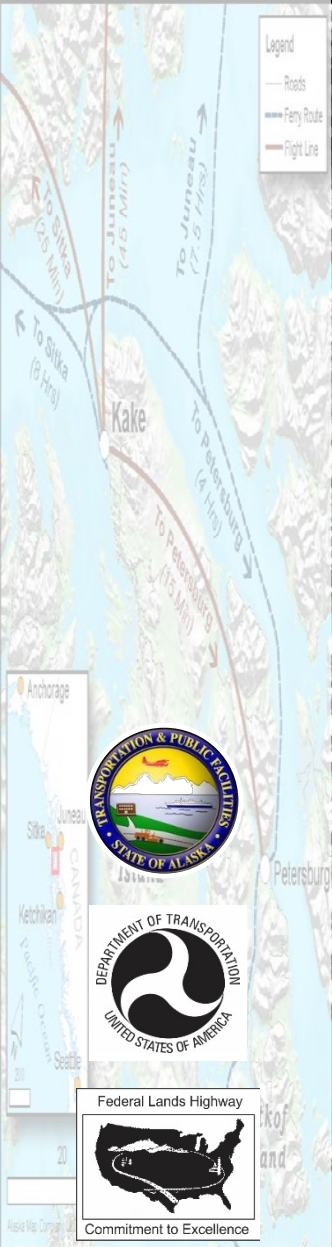
Project Overview

- **2012 Alaska Legislature appropriated \$40 Million to ADOT&PF**
 - **Single-lane roadway and bridges to connect Kake and Petersburg**
 - **Provide local access for Kake**



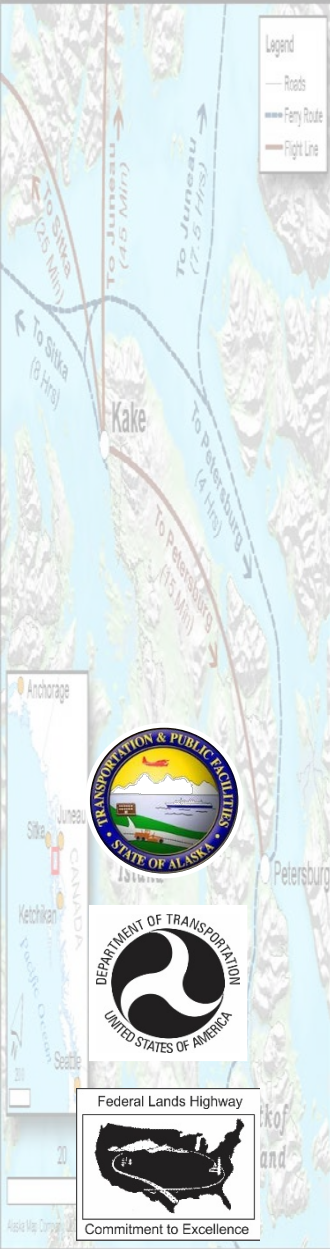
Project Overview Continued

- **ADOT&PF initiated Kake Access project**
- **Started an Environmental Impact Statement (EIS)**
 - ADOT&PF and the FHWA joint effort
 - WFLHD of FHWA is the lead agency
 - Separate from the Intertie EIS

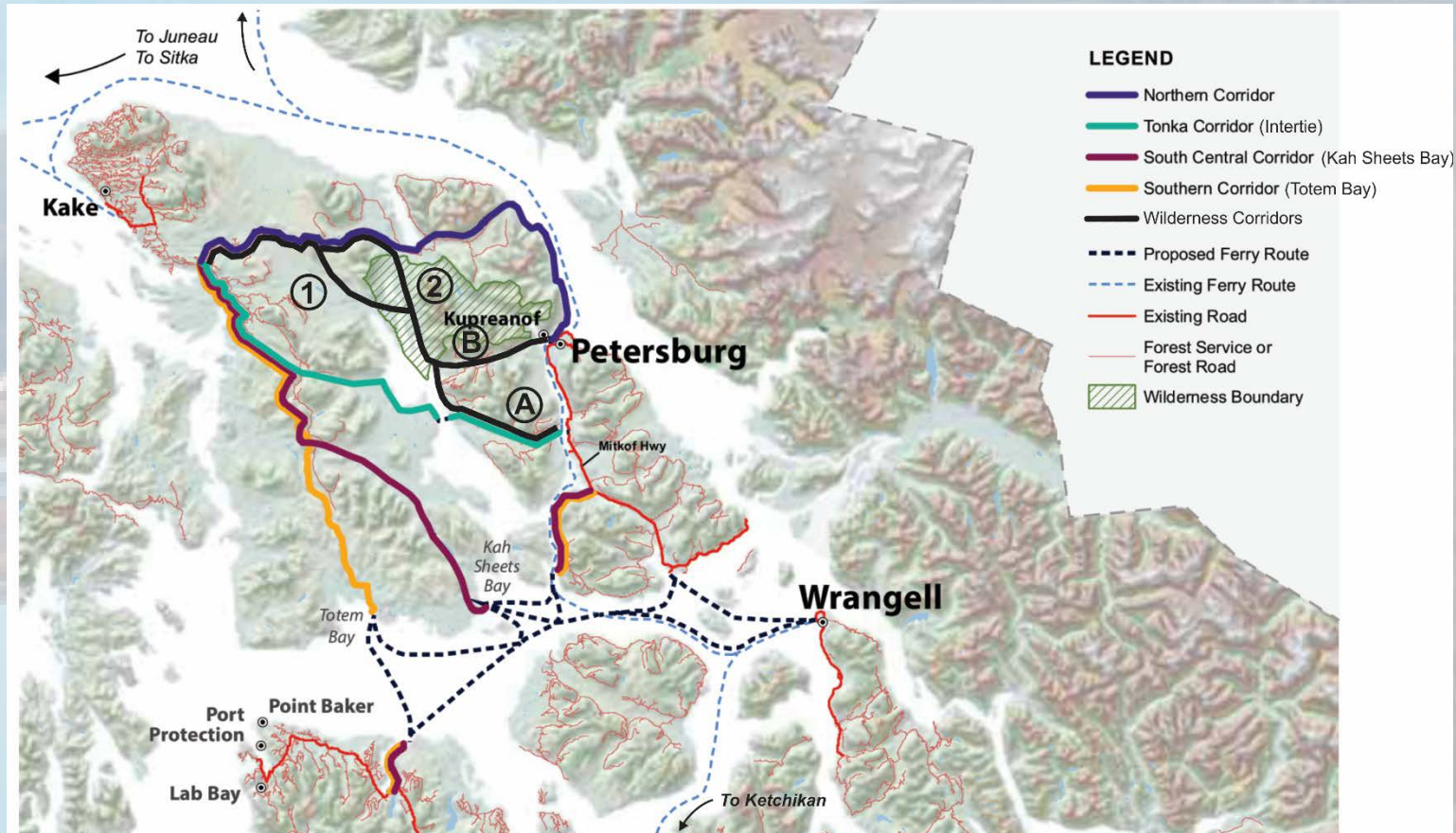


Initial Activities

- **Notice of Intent (NOI) issued January 2013**
- **NOI identified preliminary range of alternatives**
 - Northern Corridor
 - Intertie (Tonka) Corridor
 - Southern Corridor to Kah Sheets Bay
 - Southern Corridor to Totem Bay
 - Kake Ferry Service Improvements
- **Wilderness corridors added**



Preliminary Range of Alternatives



Federal Highway Administration (FHWA), Western Federal Lands Highway Division
Alaska Department of Transportation and Public Facilities (ADOT&PF) Southeast Region

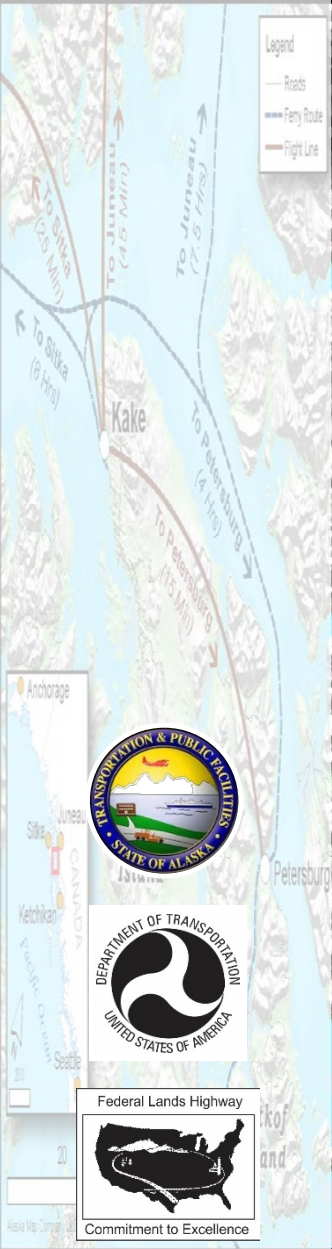


Initial Activities Continued

- **Public scoping meetings in spring of 2013**
- **Draft Purpose and Need Statement (P&N)**
 - ▣ Identifies project purpose
 - ▣ Identifies project need
 - ▣ Identifies goals and objectives
- **Draft P&N released for public comment in June 2013**
- **Public meetings in summer of 2013**
- **P&N should be better defined**

Recent Activities

- **Transportation Survey**
- **Transportation Needs Assessment**
- **Public meetings**



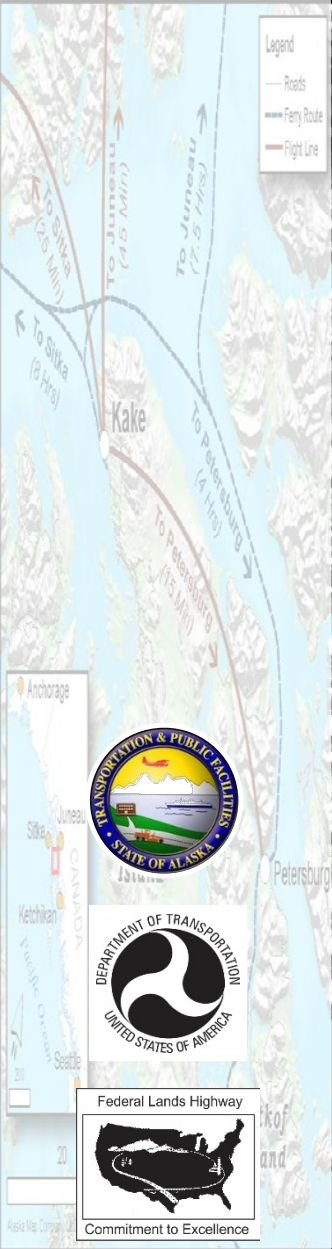
Transportation Survey

□ Purpose

- Determine resident travel patterns and preferences between Kake, Petersburg, and several other Southeast Alaska communities.

□ Methods

- Telephone surveys
- Administered in October 2014
- Two instruments
 - Petersburg survey (n=301)
 - Kake survey (n=50)



Travel to Selected Southeast Alaska Communities in the Past 12 Months

Petersburg Residents

86%



Juneau

30%



Sitka

14%



Kake

Kake Residents

100%



Juneau

90%



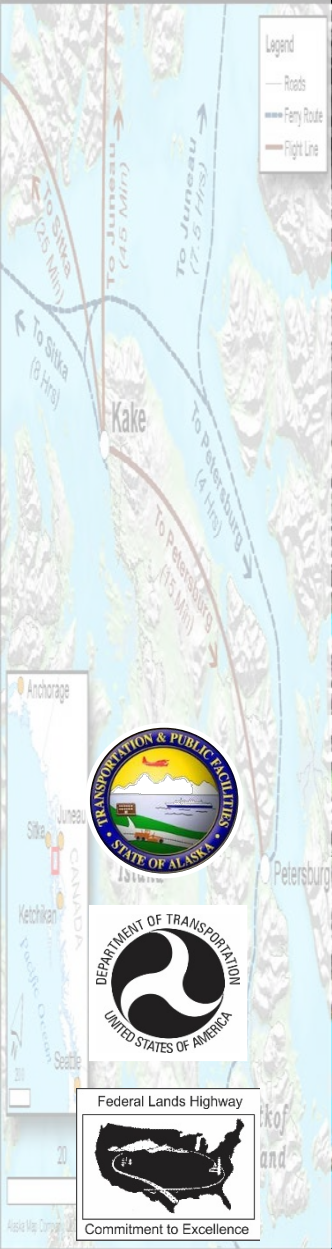
Sitka

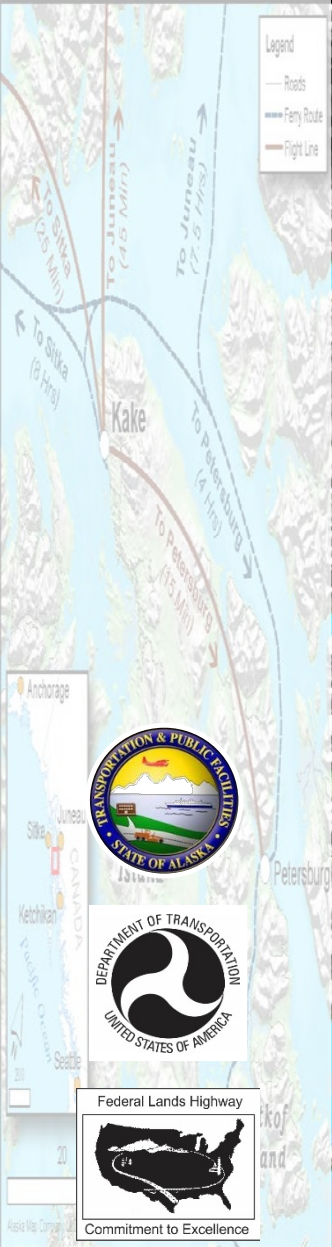
41%



Petersburg

Destination





Average Number of Trips Per Year

Petersburg Residents

4.9 trips

0.7 trips

0.3 trips

Juneau

Sitka

Kake

Kake Residents

7.9 trips

4.1 trips

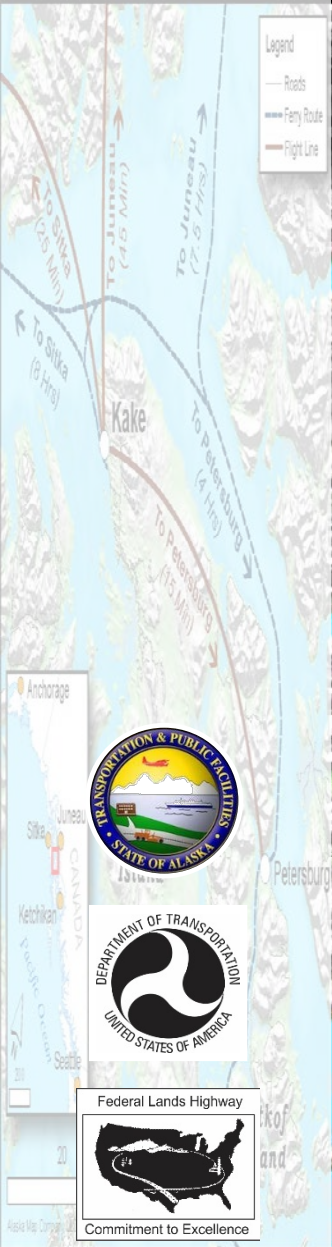
1.1 trips

Juneau

Sitka

Petersburg

Destination



Primary Trip Purpose Petersburg Residents

□ To Juneau:

- Air: pass through to other destinations (48%), work/business (19%).
- Ferry: work/business (27%), medical reasons (18%).

□ To Sitka:

- Air: work/business (54%).
- Ferry: pass through to other destinations (31%).

□ To Kake:

- Air: work/business (79%).
- Ferry: work/business (21%) and other (62%).

Primary Trip Purpose Kake Residents

□ To Juneau:

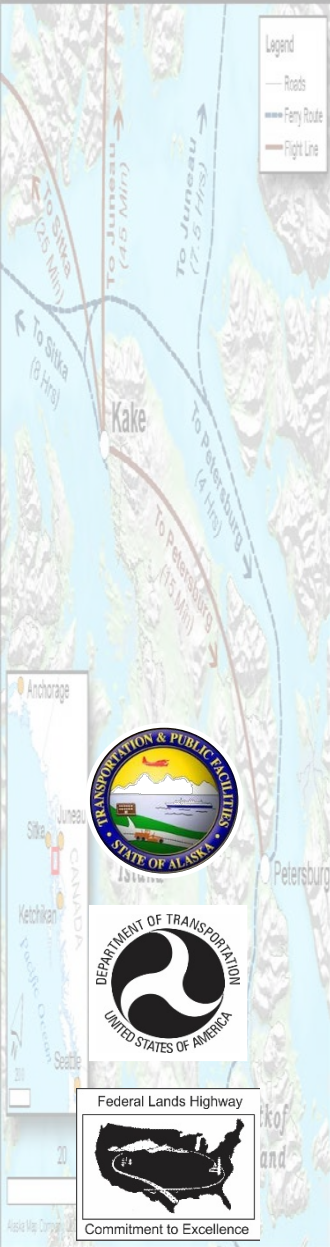
- Air: work/business (39%), medical reasons (29%).
- Ferry: Shopping (49%), medical reasons (20%).

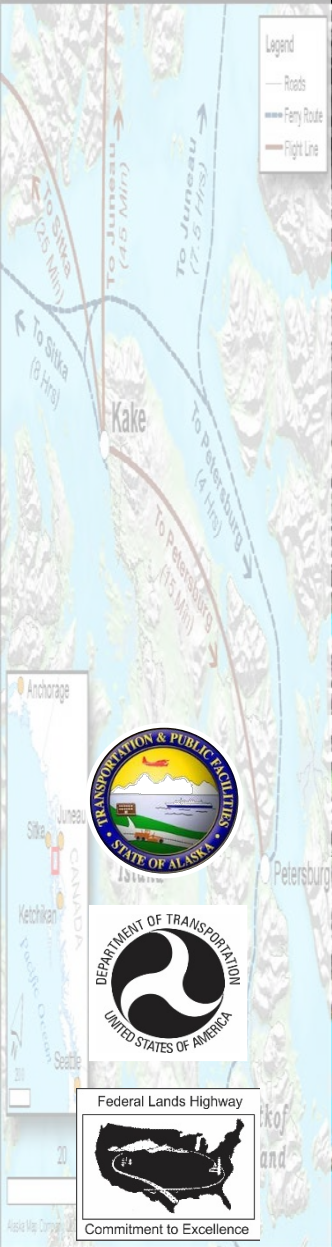
□ To Sitka:

- Air: medical reasons (68%).
- Ferry: medical reasons (55%).

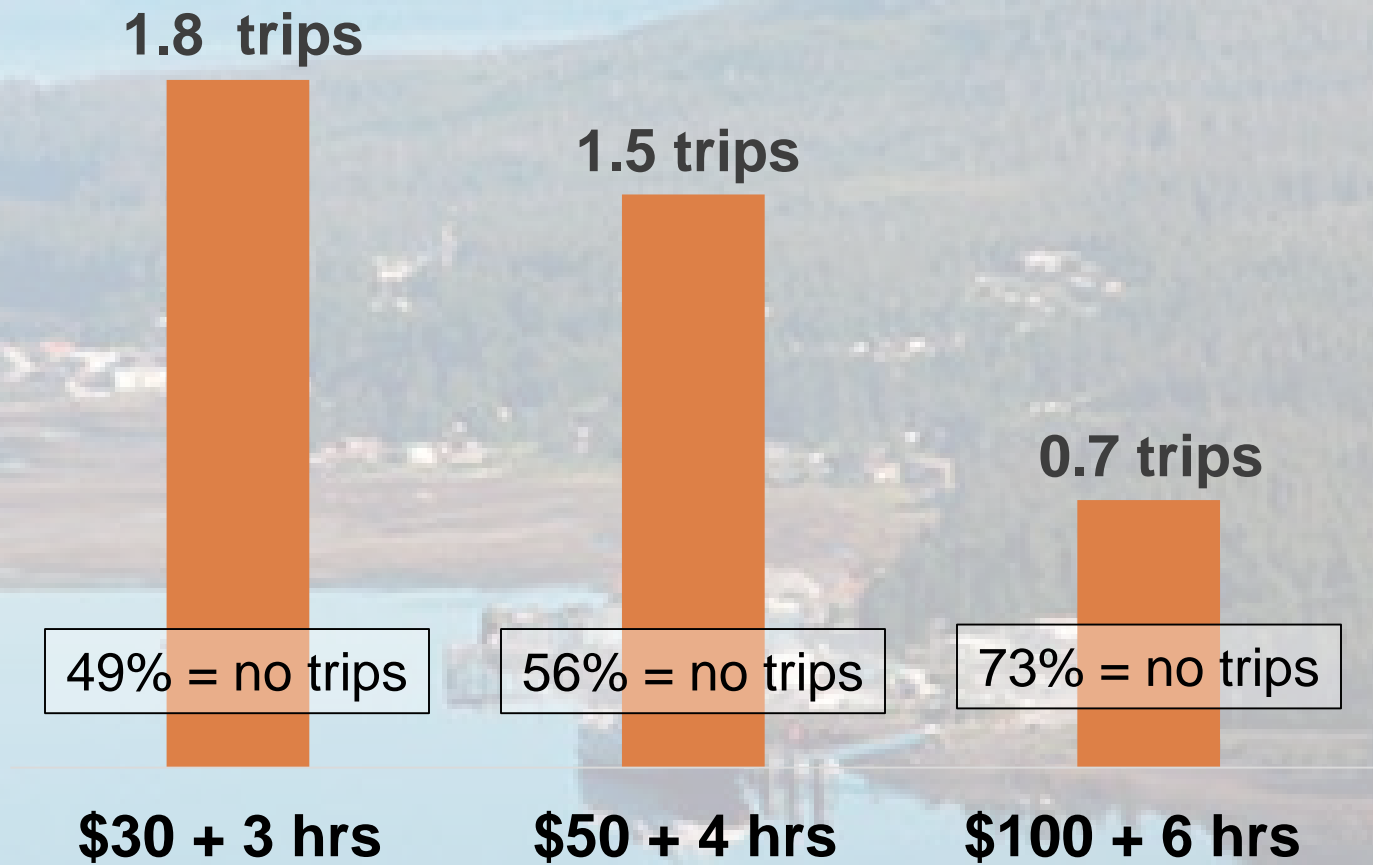
□ To Petersburg:

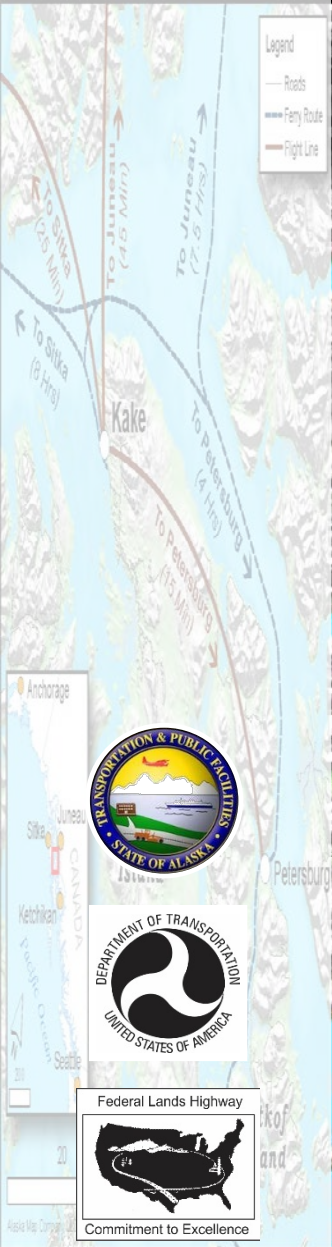
- Air: medical reasons (39%).
- Ferry: medical reasons (36%).





Estimated Average Annual Number of Trips on New Road/Shuttle Ferry by Cost/One-Way Duration Petersburg Residents





Estimated Average Annual Number of Trips on New Road/Shuttle Ferry by Cost/One-Way Duration Kake Residents

8.8 trips

34% = no trips

\$30 + 3 hrs

5.8 trips

42% = no trips

\$50 + 4 hrs

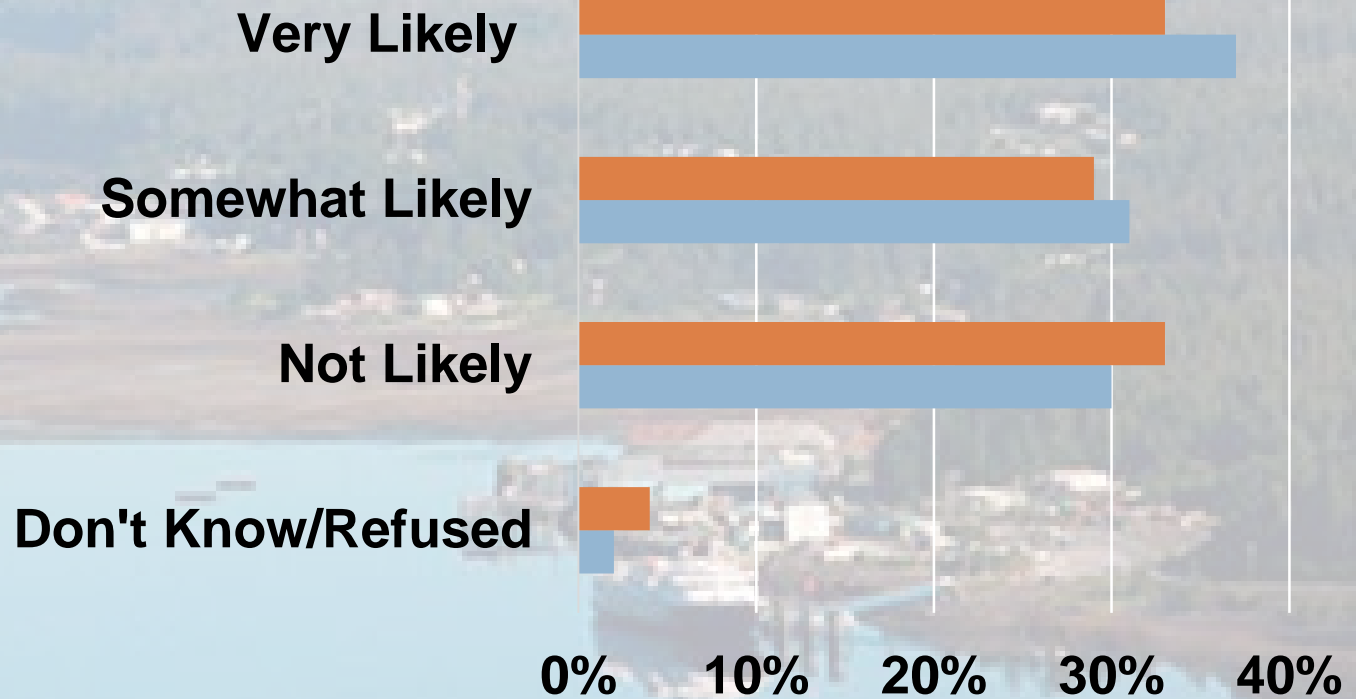
2.7 trips

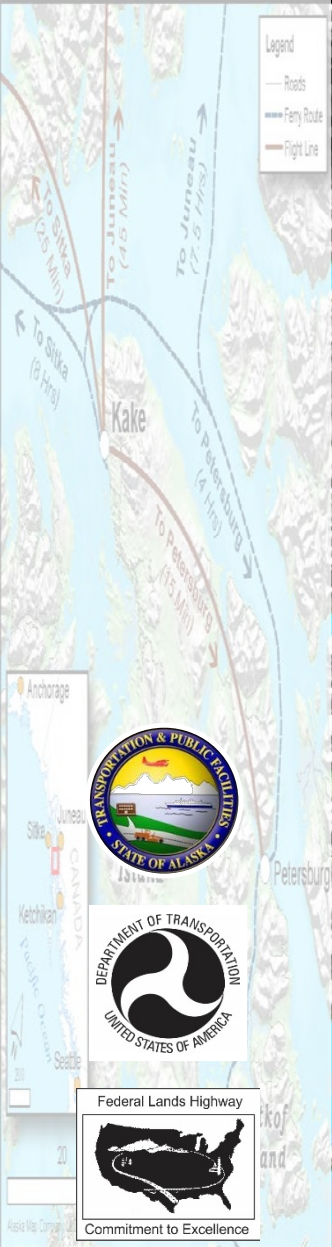
59% = no trips

\$100 + 6 hrs

Likelihood of Using a New Road for Subsistence and/or Recreational Purposes

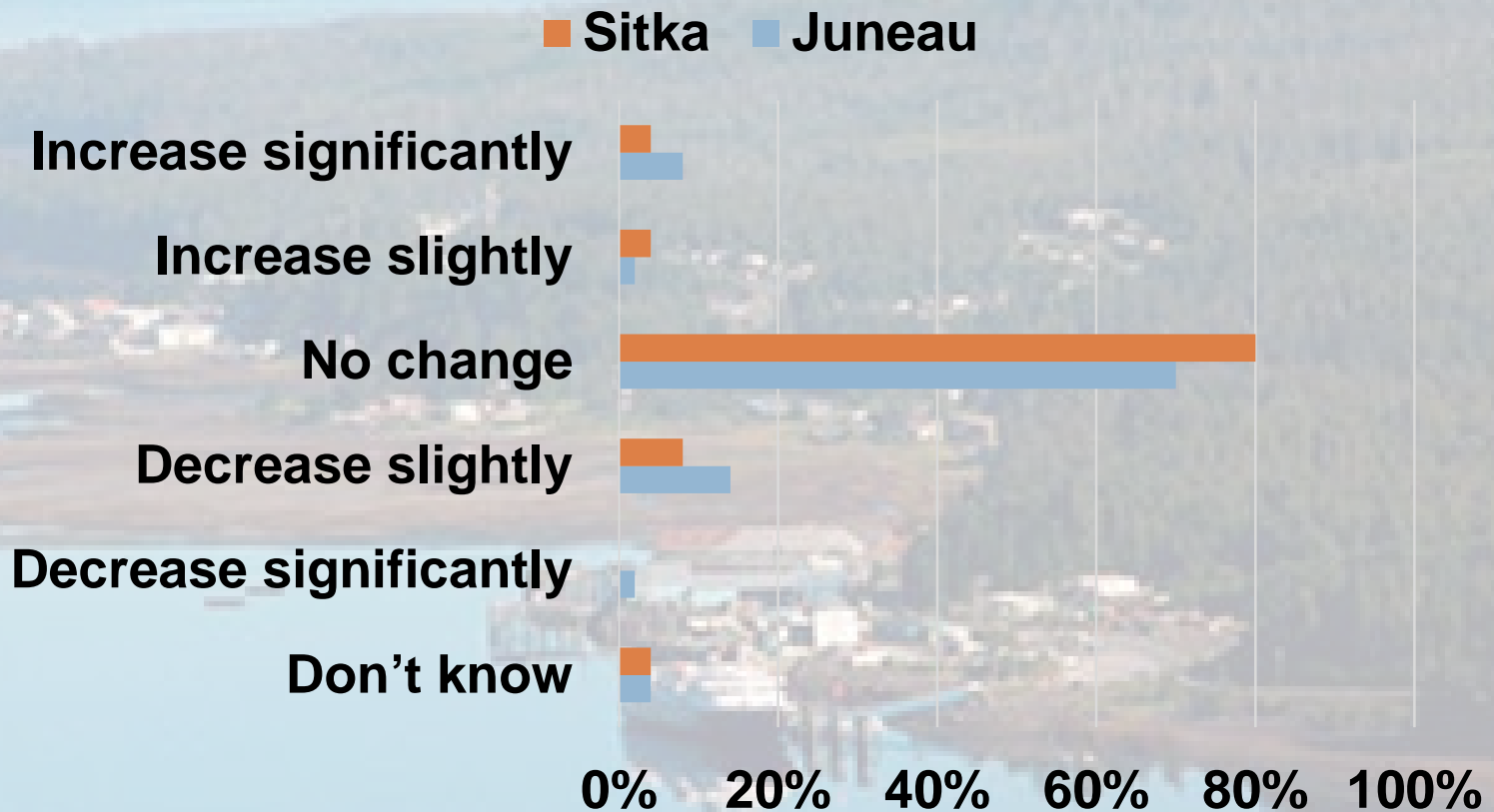
■ Kake ■ Petersburg

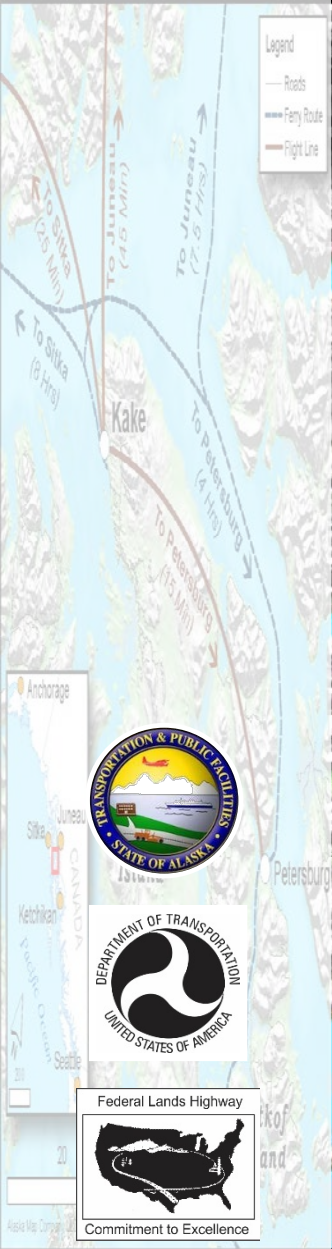




Anticipated Changes in Travel to Sitka and Juneau if the Road/Ferry Connection Were Built

Kake Residents





Transportation Needs Assessment

□ Purpose

- Provide a portion of the information necessary to refine the Purpose and Need Statement.

□ Methods

- Review previously available report and data
 - Prior studies
 - BTS, AMHS, and USFS data
- Key informant interviews
- Build on the telephone survey and prior steps
 - Estimate demand
 - Discuss possible changes in regional travel patterns

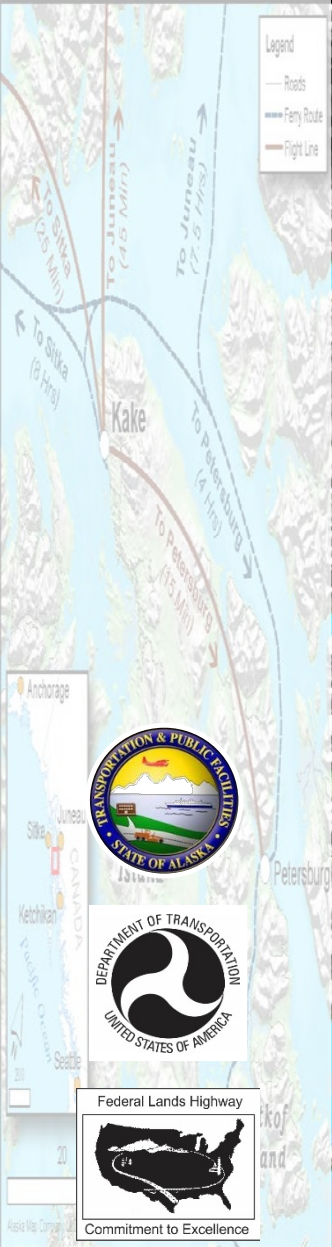


Interview Takeaways

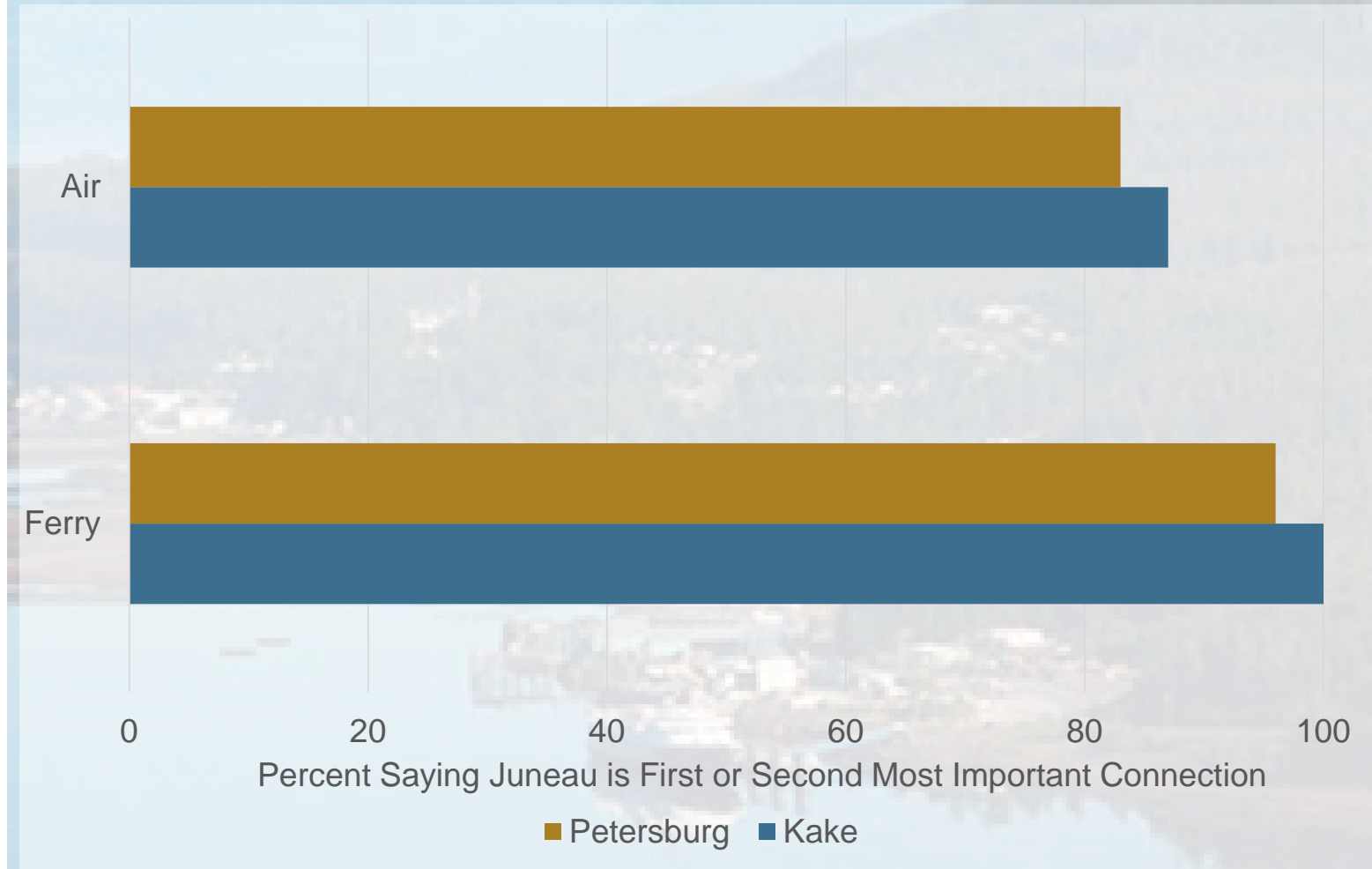
- **Most commonly mentioned positives**
 - Supply deliveries
 - Access to Petersburg/Kake
 - Increased Tourism

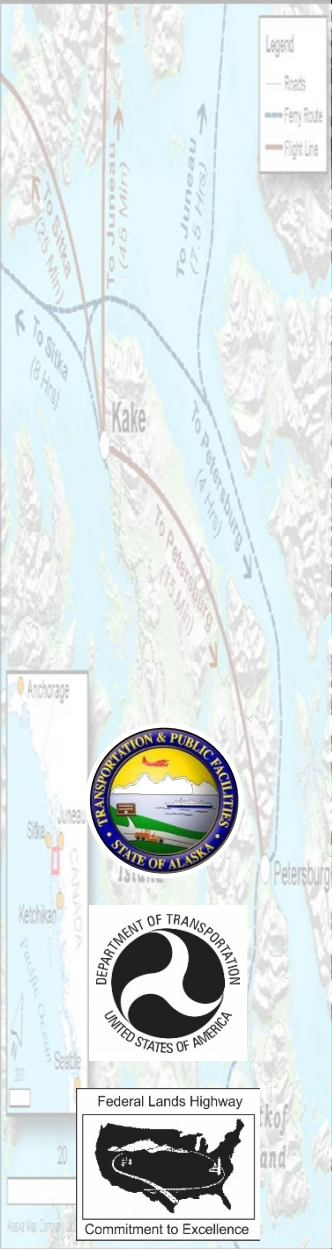
- **Most commonly mentioned downsides/concerns**
 - Ferry Terminal location
 - Wouldn't use it/Fund other projects
 - Safety/Maintenance

Category of Effect	Most Common Comments	
	Positive	Negative
Business and Organizational	Supply Delivery (7)	Increased Competition (1)
Transportation Patterns	Access btw Comm (15)	Ferry Terminal Location (6)
Overall Effect on Communities	Increased Tourism (5)	Won't Use It (4)
Concerns	N/A	Safety/Maintenance (7)

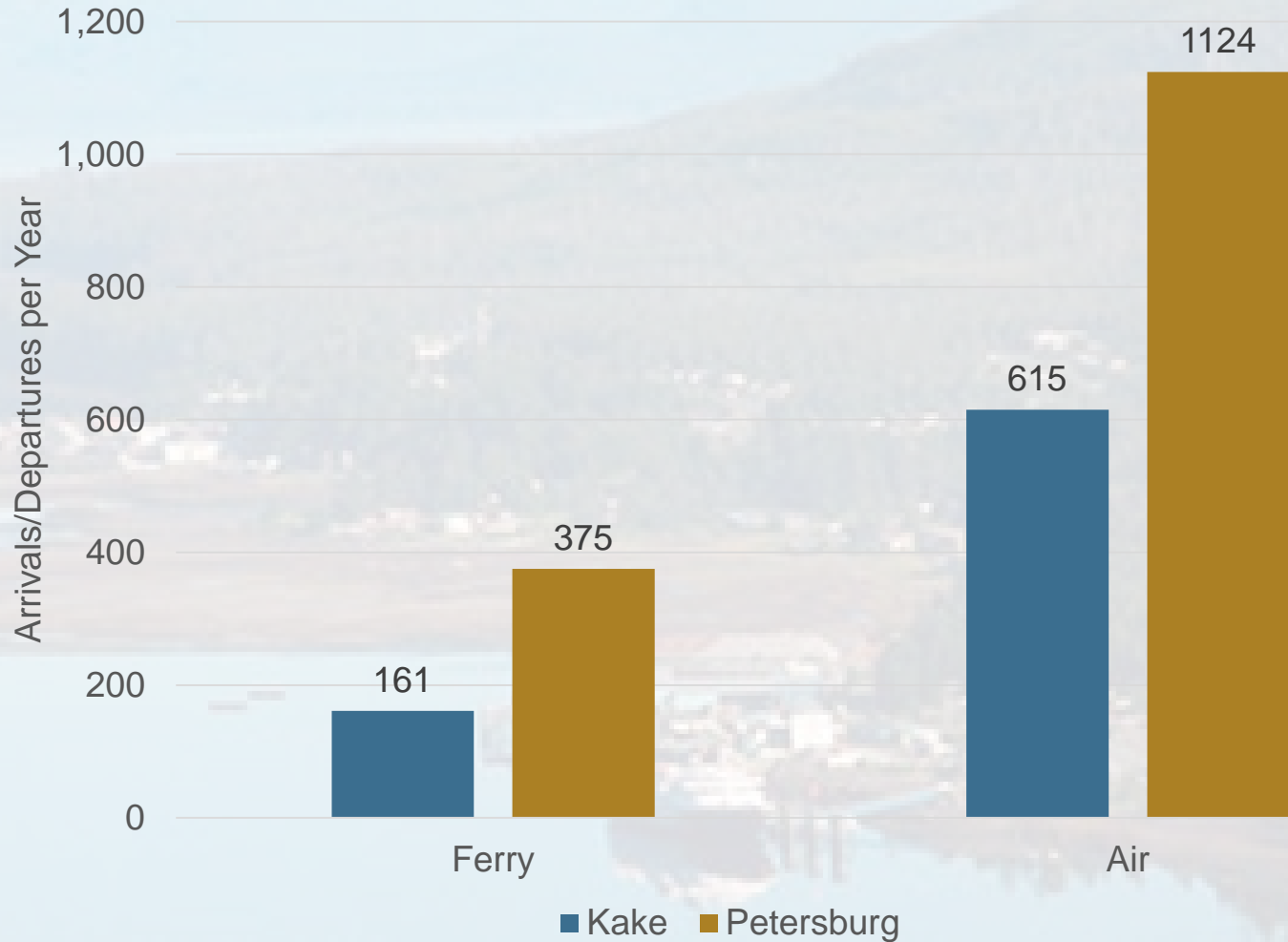


Juneau's Role as a Regional Hub

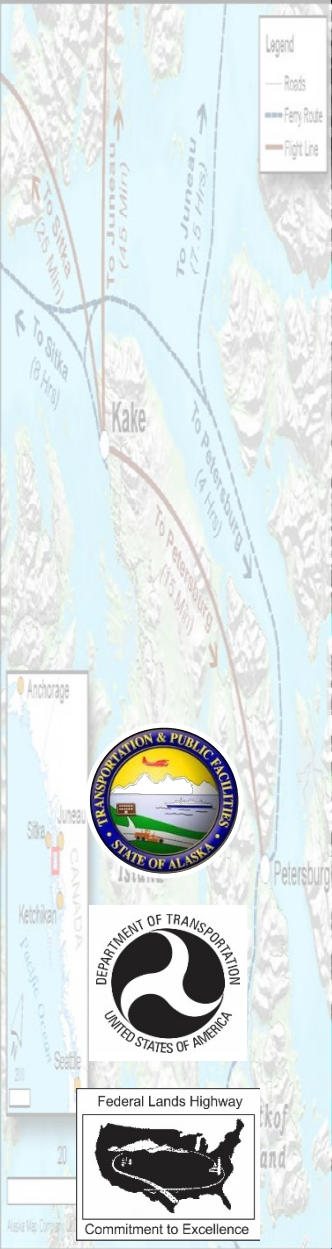




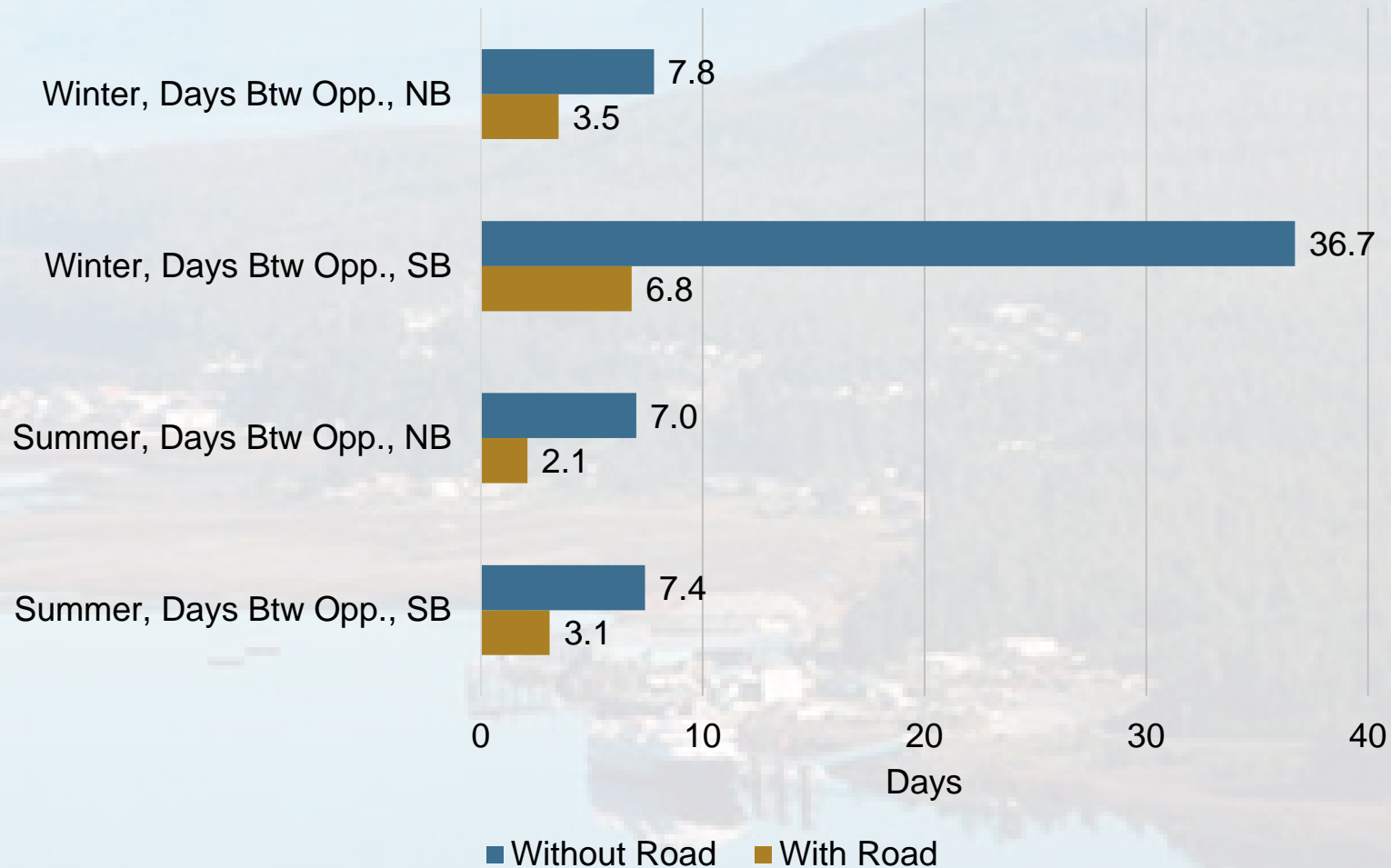
Comparison of Current Access

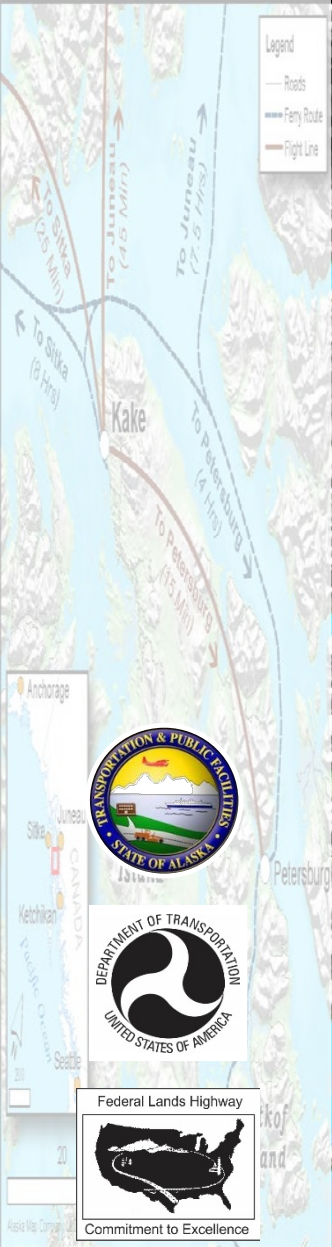


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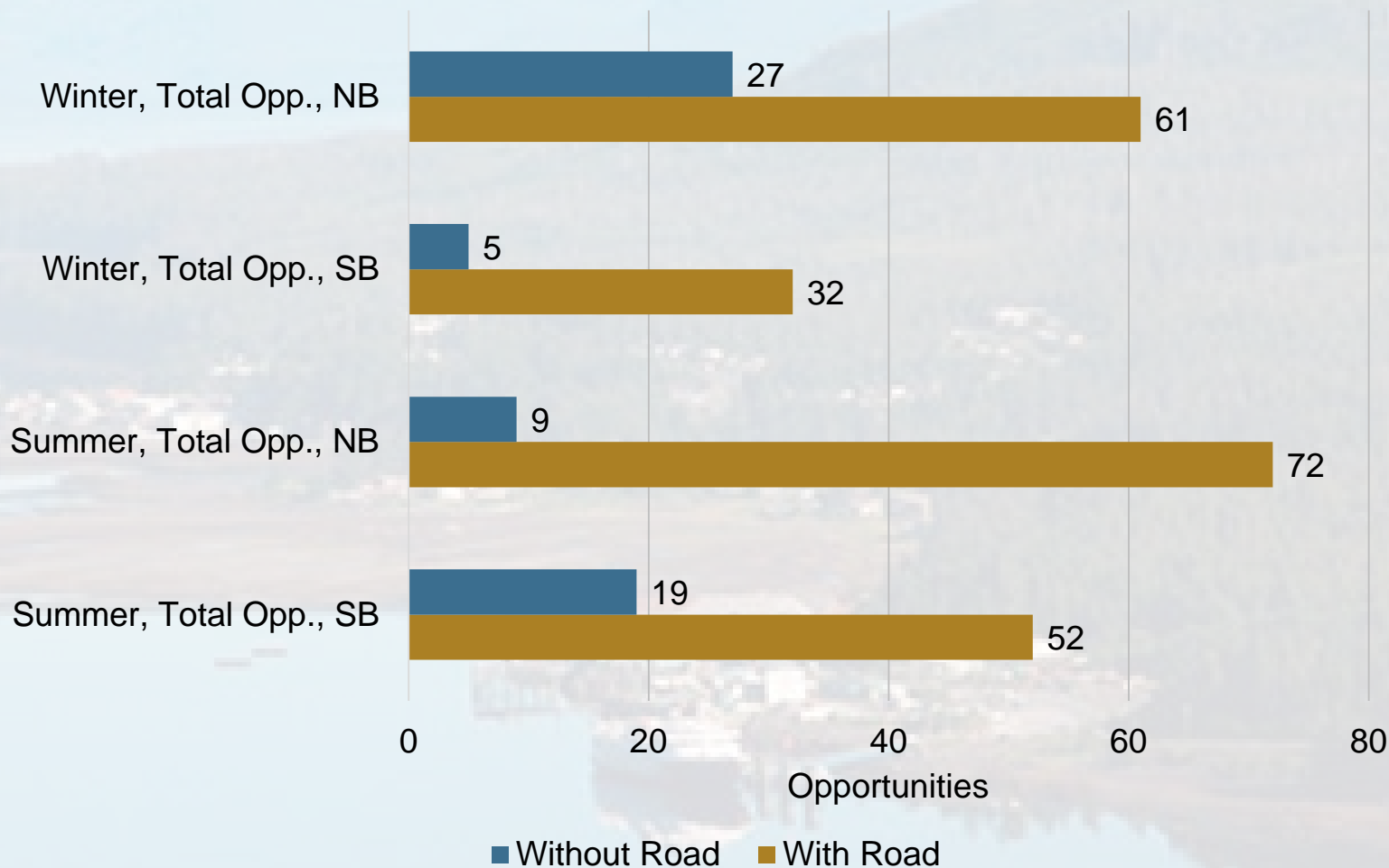


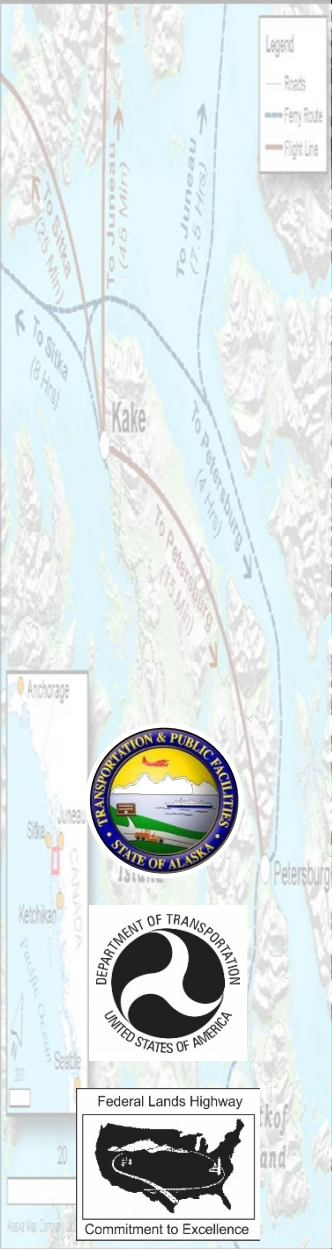
Reduced Ferry Trip Durations: Kake-Juneau



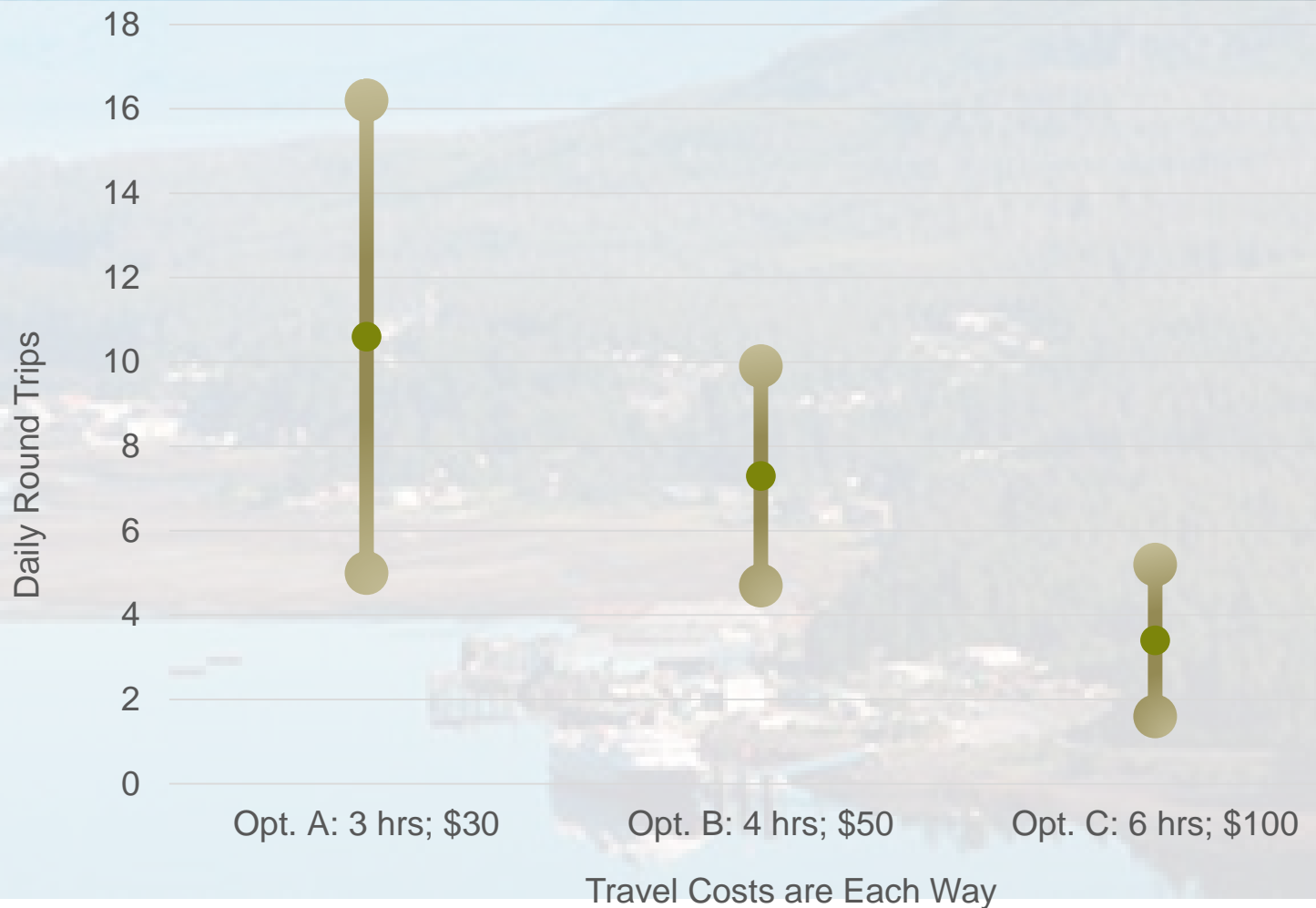


Increased Opportunities: Kake-Juneau

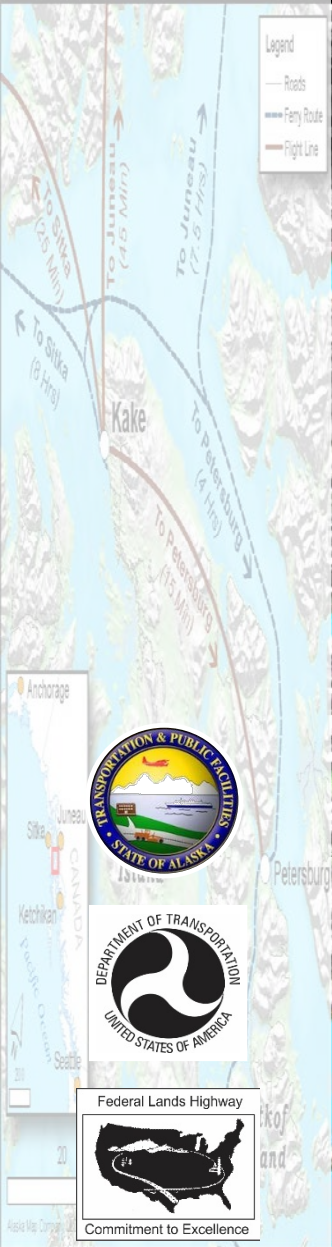




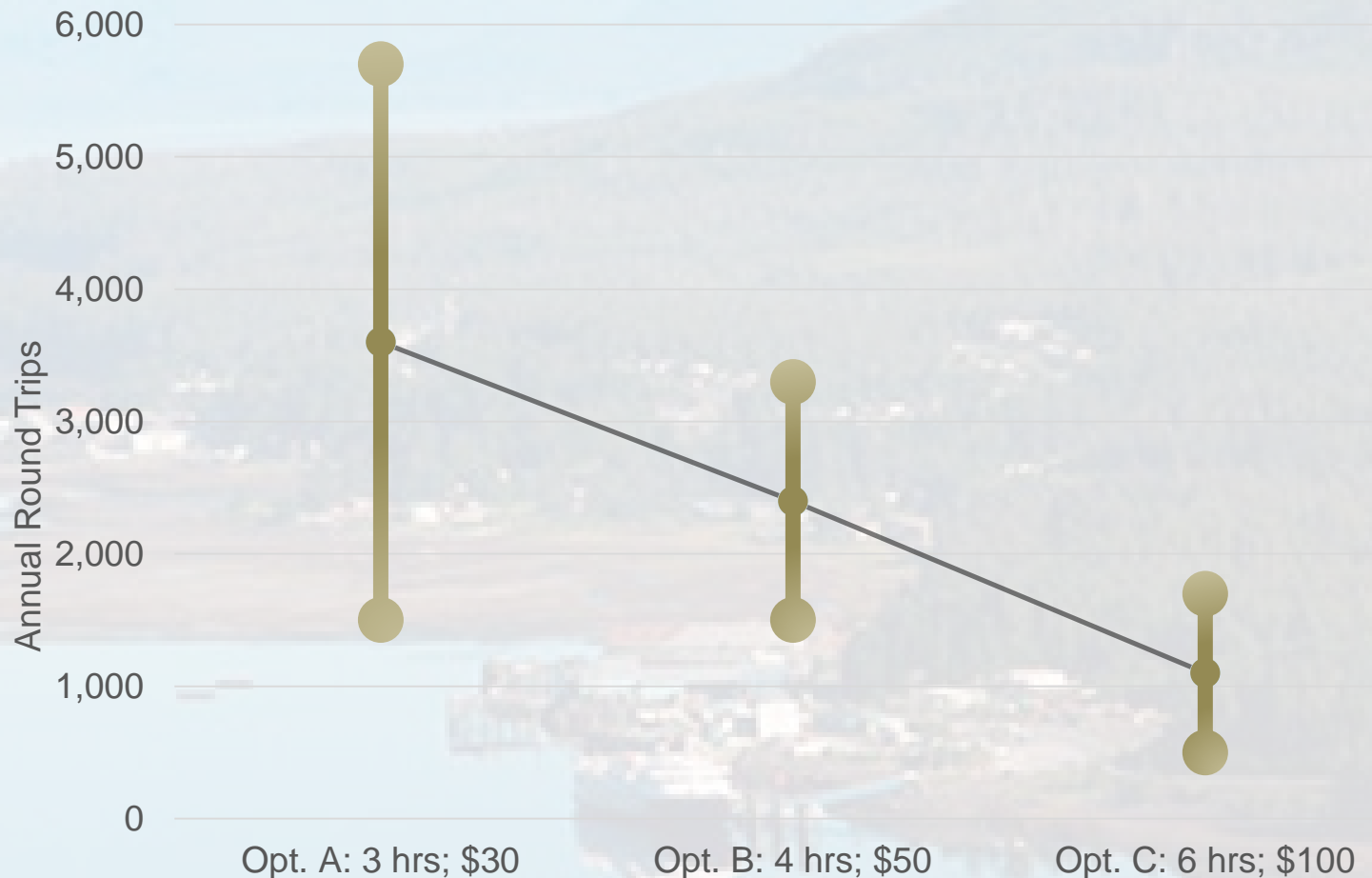
Daily Usage Depends on Time/Cost



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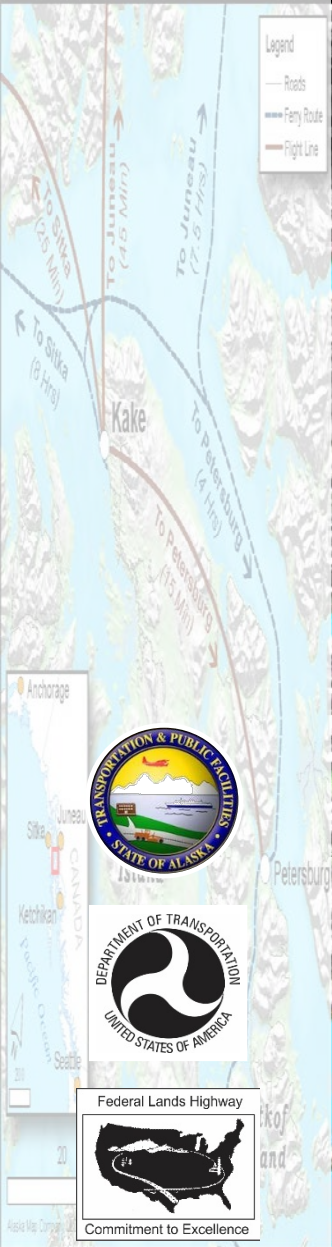


Annual Usage Depends on Time/Cost



Travel Costs are Each Way

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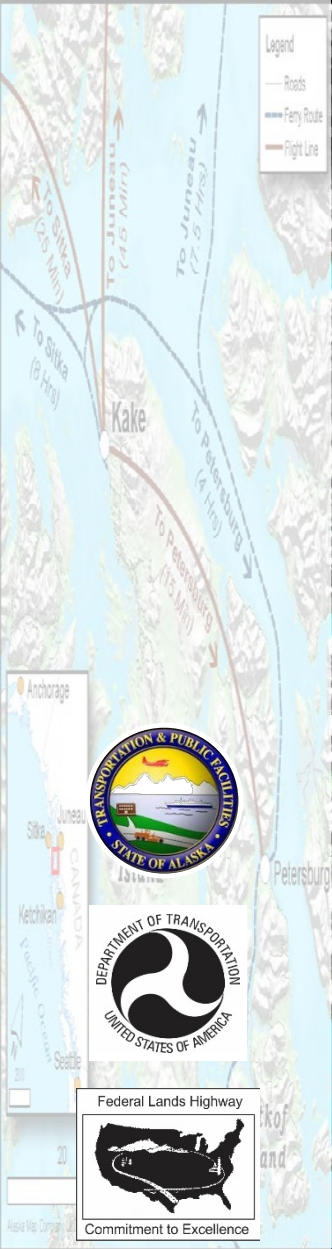


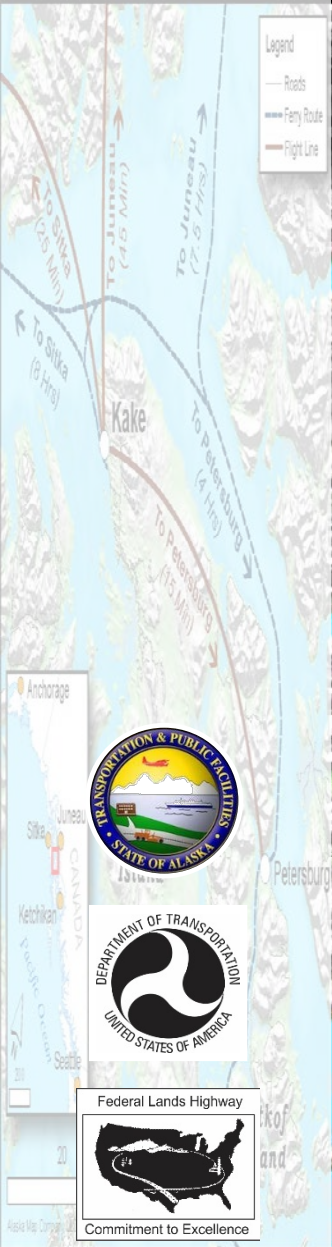
Key Takeaways

- Road is unlikely to change regional travel patterns...
- ...but will substantially increase opportunities for residents to access regional transportation systems.
- The road will modestly expand business opportunities and existing businesses in certain industries in Kake to reduce costs.
- Overall initial economic effects are modest.

Key Takeaways Continued

- Road usage for partial trips will likely outstrip usage for RT.
- Estimated road usage is highly dependent on corridor travel time.
 - ▣ Minimum estimated usage falls substantially past four hours of travel time.
 - ▣ Portion of respondents who don't use the road goes up with increased travel time.





Next Steps

- ❑ **Refine project's P&N statement**
- ❑ **Update range of alternatives**
- ❑ **Public meetings later this spring**
 - ❑ Input on refined P&N
 - ❑ Input on updated range of alternatives
- ❑ **Determine next steps**